The Wainuiomata Bush Lokey named "Pio Pio"

By Dawn Chambers

In 1951 Catherine Elizabeth Chambers recalled that "when the timber had been milled out of Moore's Valley, my father and uncle, J. and D. Sinclair, decided to import a locomotive to mill the timber in the next valley."[1]

On 27 August 1879 John Sinclair called "for tenders for the conveyance of 150 tons of steel rails, ex 'Halcione', to the wharf at Lowry Bay. We believe that it is the intention of Mr Sinclair to replace the wooden tramway at present existing between his sawmills and the bush whence the timber is obtained by a light iron railway, to be worked by horse-power."[2]

The *Halcione* left London on 15 May 1879 and arrived at Wellington 18 August.[3] The Evening Post reported a few days later that "the tramway being laid down on Messrs Sinclair's property at Wainui-o-mata is to be worked by steam, not horse-power as previously stated. They are having an eight horse-power engine made in Hobart Town for the purpose. The line is to be laid on the standard New Zealand gauge, and Messrs Sinclair hope someday to connect it with the Hutt railway."[4] The iron tramway went "from the mill, below Northbrook, up to where the reservoirs are now."[5]

On 03 September 1879, in an article titled 'Destruction of our Forests' the author wrote "it is really appalling to reflect on the wanton manner in which the forests of New Zealand are being destroyed without any provision being made for replanting." Two years earlier Captain Campbell Walker[6] reported to the Government that "in the colony there were no fewer than 125 sawmills at work" and that "from almost every mill a tramway is laid down into the forest to facilitate carriage."[7] John Sinclair did some replanting and the trees were milled later by an owner of the Sinclair family's 'Moness' home site.[8]

"Pio Pio" was the third engine to be built at the Excelsior Foundry in Hobart in 1879 and the first built in Tasmania upon 'true locomotive principles.' It was trialled at the Railway yard on 27 December in the presence of the Colonial Secretary, Engineer-in-Chief and top officials of the Tasmanian Main Line Railway Company (TMLR). It was the "first piece of steam machinery of any importance manufactured in Tasmania for export" and a photograph was taken by H. H. Baily[9] of Liverpool-street for display at the Railway Yard. "The engine was constructed at the engineering establishment of Mr John Clark[10] at New Wharf for an enterprising firm at Wellington, N.Z."[11]

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[1] [Wainuiomata] Valley News February 1951 "Importing a Locomotive" by C.E.C. (Catherine Elizabeth Chambers)
[2] Evening Post 27 Aug 1879 Freight from Queen's Wharf to Lowry Bay
[3] Evening Post 19 Aug 1879 Shipping
[4] Evening Post 02 Sep 1879
[5] [Wainuiomata] Valley News February 1951 "Importing a Locomotive" by C.E.C. (Catherine Elizabeth Chambers)
[6] Captain Inches Campbell Walker (1842-1911) – New Zealand's First Conservator of Forests
[7] Evening Post 03 Nov 1879 Destruction of our Forests
[8] Sinclair – Mowlem – A New Zealand History compiled by J. M. Sinclair page 196 Copy of a letter written by Catherine Elizabeth Chambers of Onerahi dated 07 Nov 1955 to her cousin Norman Herbert Stanley Sinclair – Research and Reference File titled "Sinclair Papers Series 1, 2, 3" in the Community Archives, Palmerston North Library
[9] Henry Hall Baily (1839-1896) student of London School of Photography and a Yachtsman – Obituary Tasmanian News 17 Jun 1896
[10] John Clark (1833-1897) Engineer, Boiler Maker, Iron and Brass Founder, New Wharf, Hobart – Advertisement in The Mercury 20 Oct 1879 page 1 column 3
[11] The Mercury 29 Dec 1879 Trial of a Locomotive Engine

"Well! The photograph mentioned has never been located by railway historians in Tasmania or anywhere else."[12] Another photograph was taken by Messrs Anson Bros., of Liverpool Street and a copy sent to the office of *The Mercury* measured 14x12 inches.[13]

The engine was described as six and a half tons weight and has outside cylinders. The pistons are made on the Ramsbottom principle, having three rings each. The wheels are 24½ in. diameter; the tires being of the best cast steel. The axles are of forged scrap iron of best quality, with journals 5 in. long. The motion bars and running gear are of the best forged scrap iron, well hardened. The link motion is made of Lowmoor Iron, and thoroughly case-hardened. The frame plates are of wrought iron ½ in. thick and 16 in. broad between the axles. The boiler, including the firebox measures 9 ft. 6 in.; the outside shell is composed of best plates ½ in. thick, the tube plates are ½ in. thick, and fitted with solid drawn tubes 1½ in. diameter. The dome is of best wrought iron, and rivetted to boiler. The tank, which is of wrought iron, is capable of holding about 175 gallons. The engine is fitted with a pump, and also with one of Bailey's patent injectors. The connecting rods are fitted with phosphor bronze metal bearings. The glands and other working parts are fitted with the best gun-metal brass. The engine has all the necessary connections, coal bunkers, sandboxes, brake, steam blower, blow-off cocks, and the usual fittings necessary to make it in every way complete.[14] It was constructed under the superintendence of Mr Harry, the overseer at Clark's establishment.[15]

The following month the editor of the Wanganui Chronicle wrote that "it seems strange that the 'enterprising firm' should have gone outside New Zealand for such an article as has been described. Surely the foundries in either Dunedin, Christchurch, Wellington, or Auckland would be quite equal to the task."[16]

The locomotive was removed from the railway yards on 14 January 1880 to the Argyle-street pier[17] and was shipped by the *Tararua* to Wellington the following day.[18] It was landed on the wharf at Wellington on 23 January, the same day the ship arrived. "It is intended for use on the tramway in connection with Messrs Sinclair sawmill."[19] The purchase price was £530 and "a sum of £50 was incurred in bringing it to Wellington."[20]

When the Wellington City Councillors were on their way to visit the Wainuiomata watershed on 31 January they encountered a 'serious difficulty' in the form of Sinclair's new locomotive engine, 'Pio Pio'. After being "dragged out here with great labour" it blocked the Wainuiomata hill road "apparently without any hope of getting it further. We subsequently saw a dozen powerful bullocks have a spell at it, but they gave up in disgust. Consequently, it seems very probable that either the engine will have to be taken over the hill piece-meal, or else nothing less than a convulsion of nature will be able to move it."[21]

Frank Chambers, great-grandson of John Sinclair, explained that the locomotive was moved out to the Hutt Valley by laying rails in front and picking them up from behind after use.

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[12] Mystery Locomotive: Is this 'Skunk' or 'Wainui-o-mata'? by Peter Dyer - The New Zealand Railway Observer Summer 1999-2000
[13] The Mercury (Hobart) 15 Jan 1880 Clark's Locomotive Engine
[14] The Cornwall Chronicle (Launceston) 31 Dec 1879 Trial of a Locomotive Engine
[15] The Mercury (Hobart) 15 Jan 1880 Clark's Locomotive Engine
[16] Wanganui Chronicle 23 Jan 1880 Local and General Page 2
[17] The Mercury (Hobart) 15 Jan 1880 Clark's Locomotive Engine
[18] Launceston Examiner 16 Jan 1880 Colonial News – Tasmania – Hobart Town Jan 15 - Sailed
[19] New Zealand Mail 31 Jan 1880
[20] Evening Post 21 Jan 1884 Magistrate's Court – McKenzie & Waters v. the City Corporation
[21] Evening Post 02 Feb 1880 A Trip to the Wainui Watershed (31 Jan)

Duncan Sinclair described the family sawmill as "one of the first in the North Island and was at that time the largest. The task of getting the engine from Wellington to the mill was a most formidable one – to all but its enterprising owner. By almost everyone it was declared impossible, the latter portion of the sixteen-mile journey being over a very steep hill. The task was, however, safely accomplished with the aid of twelve bullocks and six horses."[22]

Catherine Elizabeth Chambers, daughter of Duncan's brother John, was 10 years old at the time. Her grandson, Dennis McEldowney, published her memories in December 1939. "Everybody said that it would be impossible to get it over the Wainui Hill, the road was so narrow and so windy and so long, three miles up and two down, but they took out all the working bullocks and the wagon horses and all the men. Catherine said "*We watched for a very long time. Then we saw just some dust, and then some horses and bullocks, and then a very beflagged engine coming slowly to the mill, and heard all the men cheering, such a dust, and such a noise."*[23]

Twelve years later Catherine wrote "I remember that day well! All the men from the farm and the sawmill went out and took all the timber wagons and horses, and all the working bullocks. We, at home, watched, waited, and listened. All at once we saw a cloud of dust down near the Post Office. Then we saw the procession coming round the Rock. When they had arrived at the top of the Hill, some of the men had gone down through the bush to Lowry Bay and brought back a number of ships' flags. It was a very decorated engine that came round the Rock, and there was a great waving of flags and cheering. At a final celebration the Sinclairs asked all the Valley to a picnic. They embarked at the sawmill and went up in the timber trucks to where the reservoirs now stand. It was a beautiful day. As none of the animals in the Valley had ever seen an engine before, their heads went up and, with indignant snorts, they went off, tails on end, in every direction. As far as we children were concerned, that added an interest to the adventure."[24]

During the time that 'Pio Pio' was in Wainuiomata an accident "was caused by three trucks running away and knocking some logs against the engine as it stood in the shed." Afterwards the Inspector considered the engine to be "all right" and passed it.[25]

"Another tale from Sinclair family archives mentions one or some of the children being placed in a timber truck and it being set in motion. Luckily that escapade was discovered before harm was done."[26]

On 03 January 1883, a meeting of creditors was held at the Supreme Court House in Wellington and "a deed, assigning the Messrs Sinclairs' real and personal property for the benefit of their creditors to Messrs Alexander McKenzie[27] and W. R. Waters"[28] was unanimously agreed to.[29] A sale of the "sawmill plant, steel rails, machinery, rolling stock" was held at Wainui-o-mata on 22 February.[30]

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[22] Bay of Plenty Times 30 Dec 1920 An Interesting Career – the late Mr Duncan Sinclair
[23] Windermere Publications – Selections December 1939 – A Hundred Years Ago by Quill May to July 1939 pages 7-8 (by Dennis McEldowney)
[24] Valley News [Wainuiomata] February 1951 "Importing a Locomotive" by C.E.C.
[25] Evening Post 21 Jan 1884 Magistrate's Court – McKenzie & Waters v. the City Corporation
[26] Sinclair – Mowlem – A New Zealand History compiled by J. M. Sinclair page 111 – Research and Reference File titled "Sinclair Papers Series 1, 2, 3" in the Community Archives, Palmerston North Library
[27] Alexander McKenzie, Manager of the Wellington Branch of the Colonial Bank
[28] William Richard Waters (1848-1914) – Observer 21 Mar 1914 Pars About People
[29] Evening Post 04 Jan 1883 Meeting of Creditors
[30] Evening Post 21 Feb 1883

When the engine was brought into Wellington, Edward Seagar[31], an engineer, was asked to examine it "and was of opinion that an expenditure of £20 would effect the necessary repairs. It would then be worth £300. There were only one or two breakages." In general it was described as being in a "fair state of repair."[32]

"The handy little locomotive procured by Messrs Sinclair to work on the Wainui-o-mata tramway was secured by the contractor, Mr McGrath[33], and is being put in thorough order for its impending arduous duties" providing haulage for the Te Aro Reclamation.[34]

Operations commenced in March and up till mid-May McGrath had "made excellent progress with his contract for the reclamation of the foreshore between the Queen's Wharf and the Te Aro Foundry. A mole has been run out near the foundry, and this will form one of the sides of the section which is to be filled up. The contractor has made arrangements to obtain an unlimited supply of earth from the points between the Clyde Quay Hotel and Oriental Bay, and a line of tramway across the harbour from that locality is now in course of construction. About 100 spans have been laid down in the water, and it is expected that the mole will be connected with the shore by this means in less than a fortnight's time. Iron rails will be laid down as soon as possible, and then a locomotive will be employed to draw the truck-loads of earth to be used in reclaiming the foreshore. The area to be filled in is about 70 acres, we are informed, and to reclaim such an extent of foreshore many thousands of tons of material will be required, but no difficulty in carrying out the work expeditiously is apprehended, and the contract will probably be out of Mr McGrath's hands in two years from date."[35]

On 28 May Peter McGrath advertised that his estate had been assigned to Mr Alexander McKenzie and Mr W. R. Waters for the benefit of his creditors.[36] The next day the City Engineer notified McGrath of the Council's intention "to take possession of all materials, plant and machinery."[37] This included seizing the locomotive, which was at Messrs Luke Sons[38] & Williams[39] "under the impression that it was the property" of McGrath.[40]

Mr W. R. Waters stated that "the engine was placed on a piece of land belonging to Mr O'Shea[41], and was subsequently removed to the Corporation yards by Mr Kerslake[42], an official of the Corporation."[43] Removal had been "carefully done, and the engine sustained no damage whatever."[44]

[31] Edward Seagar (1844-1910) – Obituary Wanganui Herald 17 Jan 1910
[32] Evening Post 21 Jan 1884 Magistrate's Court – McKenzie & Waters v. the City Corporation
[33] Peter McGrath (1838-1885) – Rootschat Thread "McGrath Family in New Zealand" http://www.rootschat.com/forum/index.php?topic=619367.0
[34] Evening Post 27 Feb 1883 Te Aro Reclamation
[35] Evening Post 15 May 1883
[36] Evening Post 28 May 1883
[37] Evening Post 07 Sep 1883 The McGrath Contract – To the Editor
[38] Samuel Luke (1830-1900) Obituary Evening Post 05 Mar 1900
[39] Benjamin Williams (1834-1918) Obituary Evening Post 14 Dec 1918
[40] Evening Post 01 Jun 1883 Te Aro Reclamation
[41] Probably James O'Shea, Merchant & formerly of Algoa Bay
[42] John Jury Kerslake (1848-1922) Overseer of Works, Wellington City Corporation – Evening Post 13 Dec 1920 Personal Matters
[43] Evening Post 21 Jan 1884 Magistrate's Court – McKenzie & Waters v. the City Corporation
[44] Evening Post 20 Nov 1883 City Council

The trustees of the estate of J. and D. Sinclair promptly wrote twice to the City Council on 30 May regarding the seizure of the engine at Te Aroh Pah.[45] The trustees had undertaken to "put it into repair and sell it to McGrath for £300" and "as it does not appear that the engine was ever paid for, or ever passed into the possession of the late contractor, it is understood that the Council now waive their supposed claim upon it."[46] 'Pio Pio' remained at the City Corporation Yard until "it was taken away to be used on the Te Aro Reclamation."[47]

After a few weeks of bad weather Messrs O'Malley[48] and Pepperell[49] completed the nearly half-mile long bridge in the harbour that had been commenced by McGrath. On the morning of 30 October 1883 "the locomotive which is to draw the trucks of earth, ran along it for the first time. A tramway line has been laid down across the road near the Clyde Quay Hotel, and a 'face' is being made on the hill preparatory to shooting down the stuff. It is calculated that about 500,000 cubic yards will be required for filling-in purposes, and of this quantity about 150,000 yards will be taken from the hill adjoining the hotel. The remainder will be obtained from the Corporation reserve a little further round the point.[50]

On 08 November 1883 the little engine, 'Pio Pio' started conveying material from the cliffs in the neighbourhood of Clyde Quay over the trestle railway to the lower end of Cuba-street.[51] By early December "rapid and substantial progress" had been made and "already the filling in has proceeded to a distance of 25 yards from the foreshore, and the material train now runs where a few weeks ago there was semi-navigable water. The little locomotive works fairly, bringing four or five trucks of 'stuff' at each trip from the Clyde Quay cliffs. This, of course, seems a light load after the 25 or 30 trucks per trip which used to be taken during Mr O'Malley's Thorndon reclamation contract, but apparently it is all that can be managed in existing circumstances. Progress, of course, will necessarily be somewhat retarded as deeper water is reached."[52]

On 05 December, "the contractors, to secure performance of the Te Aro reclamation contract, executed in favour of the Wellington Corporation a mortgage" that included "a bill of sale of all materials, stock, horses, waggon, engine and other effects on the Te Aro reclamation."[53]

O'Malley and Pepperell reported on 09 January 1884 that "an accident has occurred to the engine, necessitating a temporary stoppage, and the works will be in full swing to-morrow or the day after."[54]

In early February "a good deal" of the Te Aro Reclamation had been "washed away bit by bit during every northerly wind. One thinks with a feeling akin to despair of the little tramway engine and its half-dozen little trucks creeping gently at long intervals with such small loads of 'stuff', while the fierce gales of the stormy season are scooping away wholesale the stuff deposited in such driblets."[55]

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[45] Wellington City Archives Reference 00233:8:1883/6202 and 1883/6210 Letters written by the Sinclair Estate Trustees regarding the seizure of the engine
[46] Evening Post 01 Jun 1883 Te Aro Reclamation
[47] Evening Post 20 Nov 1883 City Council
[48] Charles O'Malley
[49] Thomas Pepperell
[50] Evening Post 30 Oct 1883 The Te Aro Reclamation
[51] Evening Post 08 Nov 1883
[52] Evening Post 04 Dec 1883
[53] Evening Post 11 Jan 1884 The Te Aro Reclamation
[54] Evening Post 09 Jan 1884
[55] Evening Post 07 Feb 1884 Te Aro Reclamation

'Pio Pio' was offered for sale in mid-February to the Wellington City Corporation for £300.[56] Although it was stated to be in "excellent working order" and would enable the Council "to carry on the Te Aro reclamation" the offer was declined.[57]

From the 7th to the 11th of March a "Locomotive Engine for Sale" was advertised in the Evening Post and in addition to being "in first-class order" the engine's driver, Joseph Patrick[58], stated that "he has taken 13 loaded trucks over the trestle work, and that the engine is capable of taking 18 trucks.[59]

The completed trestle rail track can be seen in a photograph of Wellington looking southeast towards Courtenay Place, Majoribanks Street and Mount Victoria. "The track joined the Oriental Bay Quarry to the Te Aro Reclamation."[60]

Another photograph of the Te Aro trestling[61] was taken by William Williams on 10 January 1884 after the brutal slaying, the previous day, of three whales that had strayed into Wellington harbour.[62]

John Plimmer[63], who thought the whole reclamation enterprise was a farce, supported his argument by saying that "as a proof of this, we have conclusive evidence that the trestle wharf erected to run the ballast carriages along is better suited for a whale trap than a tramway."[64]

In late April 1885 Joseph Saunders[65] purchased a locomotive from the Government in Otago for use in the Te Aro reclamation contract and this arrived at Wellington in the 'Go Ahead' on the 4th of May.[66] This suggests that 'Pio Pio' was no longer in use and may have been sold.

In mid-November 1885 Edward Seagar[67], of the Victoria Foundry, made a number of alterations to 'Pio Pio'. "The principal alteration has been the construction of a couple of saddle tanks. The speed and power of the locomotive has been greatly increased, and it is expected that the engine will be able to do almost twice as much work as previously. The locomotive is to be taken down to the West Coast by the s.s. 'Timaru' towards the end of the week."

An account of the engine's history was also provided. "The locomotive was built in Tasmania for the Messrs Sinclair, late of Wainui-o-mata, but was never used by them. Subsequently it passed into the hands of Mr Peter McGrath the ex-contractor for the Te Aro reclamation but was never worked in Wellington until it was purchased by Messrs O'Malley and Pepperell. The latter firm used if for about a month, and ever since it has remained idle."[68]

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[56] Wellington City Archives References 00233:9:1884/128 and 1884/133 Letters written by Alexander Mackenzie 12 and 13 Feb 1884 regarding the sale of the engine
[57] Evening Post 15 Feb 1884
[58] Wises Post Office Directory 1886 Wellington – Joseph Patrick, Sussex Square
[59] Evening Post 07 Mar 1884 Advertisement
[60] Alexander Turnbull Library Reference PAColl-5671-16 (Photographer unknown)
[61] Alexander Turnbull Library Reference 1/1-025538-G described as "Stranded blackfish whales underneath Te Aro reclamation trestling at the foot of Taranaki Street, Wellington. Photographer: William Williams.
[62] Evening Post 10 Jan 1884 Whales in Wellington Harbour
[63] John Plimmer (1812-1905) http://www.teara.govt.nz/en/1966/plimmer-john
[64] Evening Post 19 Jan 1884 The Te Aro Reclamation – Letter to the Editor by John Plimmer
[65] Joseph Saunders (1844-1906) Obituary Evening Post 28 May 1906
[66] Evening Post 06 May 1885
[67] When the Mokihinui Coal Company was incorporated on 21 May 1884 one of the Directors was a Charles Seagar – Papers relating to the Mokihinui Coal-Mine: Evidence given to the Committee of Inquiry by Mr Deacon on 22 November 1892 - AJHR 1899 C8 p53
[68] Evening Post 18 Nov 1885

The 'Timaru' departed from Wellington on Saturday afternoon, 22 November, "with about three miles of steel rails, a locomotive, and a large quantity of stores on board" and crossed the Mokihinui bar "without the slightest difficulty" mid-afternoon Sunday.[69] Subsequently a mile and a half of railway was constructed to connect the Mokihinui mine with the wharf on the river.[70]

When the engine's boiler was inspected on 11 April 1887 the locomotive was described as "formerly in Wellington named 'Wainui-o-mata'." On payment of a £2 fee by the Mokihinui Coal Company at Westport, the boiler was certified for use until 31 March 1888.[71]

At the next inspection, on 11 April 1894, the boiler was still owned by the Mokihinui Coal Company. The locomotive's condition was described as "Fair order, new plugs to furnace" and was certified for use until 31 January 1895.[72] As all boilers were required to be inspected annually[73] this may suggest that the locomotive was not in use during the intervening years.

On the 11th of June 1894 an agreement between the Mokihinui Coal Company and the New Zealand Railway Commissioners for working the Company's line between the Government Railway at Mokihinui and the Company's coal-bins came into force. The Commissioners were to "provide all motive-power, rolling-stock and labour for working traffic over the Company's line" and to "keep the rails in good order." The Company was to "bear the cost of removal of slips, new materials for renewal of permanent way, and of maintenance of structures." The term of the agreement was for one year.[74]

In 1895 the 'Wainuiomata' "was taken over by NZR, who did not really want it" and "was sold on to Neighbours & Sons[75] brickworks at Waimangaroa."[76] "Before the coal-fired steam engine was installed, a horse was employed to walk around turning the brick machine."[77]

Annual boiler inspections recommenced in 1900 and the last certificate recorded in the register expired at the end of 1908.[78]

In the 1960s John Frederic Le Cren, retired chief photographer for New Zealand Railways, recalled that in the 1940s "there was a mine at Ngakawau, north of Granity and not far from Westport where an old engine was being used to move the wagons. The engine definitely had the word 'Wainuiomata' on it."[79]

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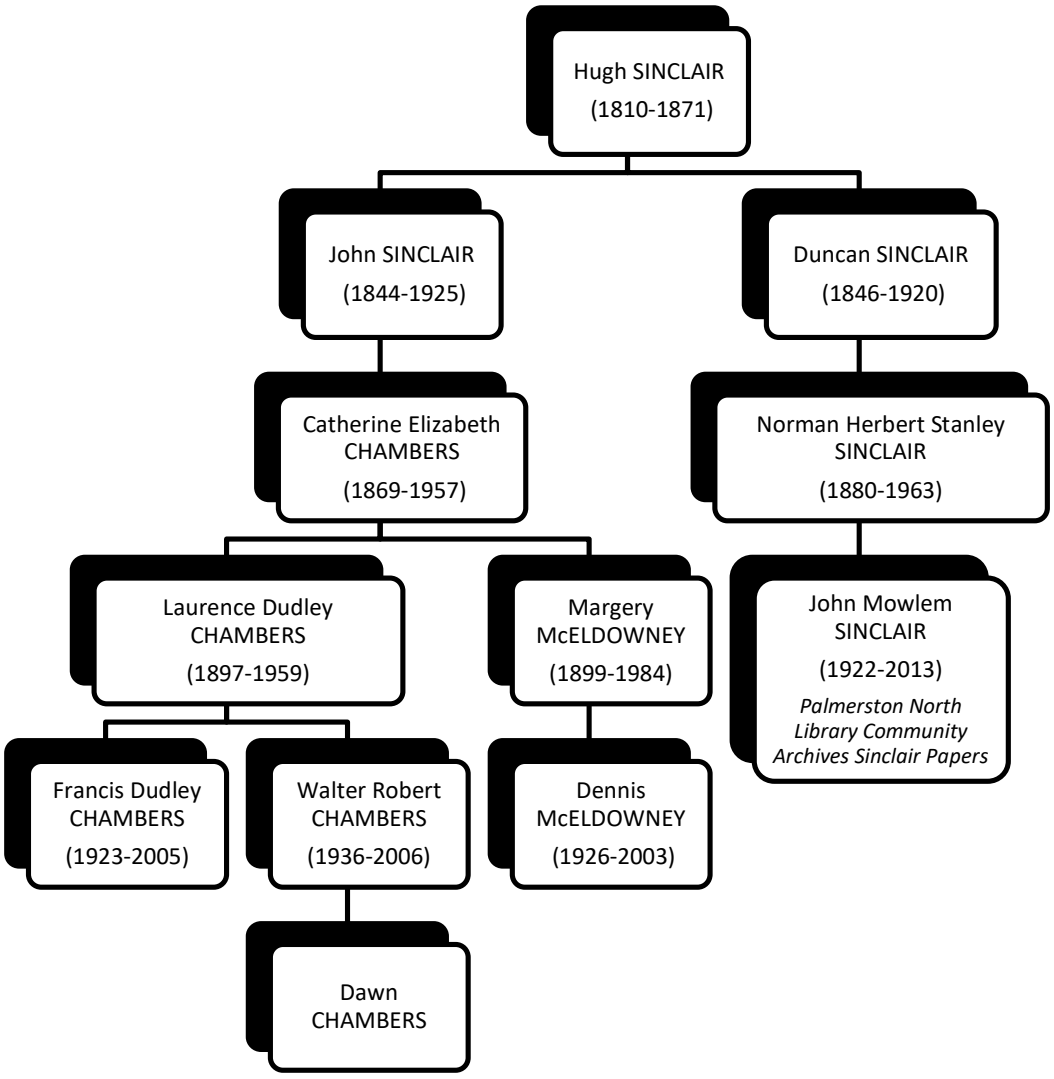
[69] Evening Post 24 Nov 1885 The Opening of the Mokihinui Coal Field
[70] Yesterdays in Golden Buller by Ella Matthews (1957) page 181
[71] Nelson South Boiler Register, Archives NZ Reference ABJG W4068 6414 Box 32: Boiler Number 3814 Inspection Certificate No.7980 (1887-1888)
[72] Nelson South Boiler Register, Archives NZ Reference ABJG W4068 6414 Box 32: Boiler Number 3814 Inspection Certificate No.4321 (1894-1895)
[73] Inspection of Machinery Act 1884 Section 29 "All boilers shall be inspected at least once in every year, or oftener as occasion shall require."
[74] Railways Committee Report on the Petition of the Westport-Cardiff Coal Company (Limited) Appendices to the Journal of the House of Representatives AJHR 1894 Section I9 page 5
[75] William Neighbours (1838-1915) - Grey River Argus 12 Aug 1915 Personal Items
[76] Mystery Locomotive: Is this 'Skunk' or 'Wainui-o-mata'? by Peter Dyer - The New Zealand Railway Observer Summer 1999-2000
[77] Great Expectations: The Colonisation of the Buller by Carolyn Hawes (2004) Waimangaroa Community - Neighbours' Bricks page 124
[78] Nelson South Boiler Register, Archives NZ Reference ABJG W4068 6414 Box 32: Boiler Number 3814 Inspection Certificates 7097 (1900), 1917 (1901), 4810 (1902), 2163 (1903), 5649 (1904), 1104 (1905), 6315 (1906), 1884 (1907), 8118 (1908)
[79] Sinclair – Mowlem – A New Zealand History compiled by J. M. Sinclair page 111 – Research and Reference File titled "Sinclair Papers Series 1, 2, 3" in the Community Archives, Palmerston North Library

In 1999 Peter Dyer, a railway enthusiast, wrote an article about the identity of a small tank locomotive in a pre-1895 photograph of the Mokihinui Coal Company's loading bins. It was initially thought to be an E. W. Mills[80] engine called 'Skunk'[81]. Peter, after "making a close study of the locomotive" concluded that "it did not appear to have the right dimensions for a Mills engine" and that "it must, therefore, be the Company's second locomotive" – 'Wainuiomata'.[82]

Question 1: What happened to the 'Wainuiomata'?

Question 2: Do any photographs of the engine survive?

[80] Edward William Mills (1829-1900) Obituary Evening Post 12 Mar 1900
[81] One of three "Mills A" engines built for the Foxton Tramway in 1875 – Opossum, Skunk and Wallaby – The New Zealand Railway Observer April-June 1958 page 43
[82] Mystery Locomotive: Is this 'Skunk' or 'Wainui-o-mata'? by Peter Dyer - The New Zealand Railway Observer Summer 1999-2000

Mentioned Descendants of Hugh Sinclair